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interior blast station 30, an exterior blast station 32, an exterior paint station 34, interior paint stations 35a-35c, cure stations 36a-36c, and an assembly and test station 39.--

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Please replace the first full paragraph on page 8 (p. 8, lines 3-13) of the specification with the following paragraph:

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--Additionally, the present invention illustrated in Figure 1 may preferably include an administrative building 43 having offices therein and a service parts inventory storage area 45 located adjacent to the repair stations 28a-28e. The service parts inventory storage area 45 may contain a plurality of parts useful for repairing or otherwise maintaining railcars. Generally, a repair station worker may retrieve parts from within the service parts inventory storage area 45 to repair railcars within the repair stations 28a-28e. Moreover, a maintenance area 48 may be provided that may house equipment for repairing specific parts on the railcars, or for any other purpose that may be apparent to those skilled in the art. For example, damaged valves on tank cars may be repaired by being removed from the tank cars in one of the repair stations 28a-28e. The valve may then be taken to the maintenance area 48 for repair.--

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Please replace the first full paragraph on page 11 (p. 11, lines 1-14) of the specification with the following paragraph:

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--Referring again to Figure 1, the exterior blast station 32 is illustrated and may be used to prepare railcars for an exterior paint or coating operation. Generally, the exterior blast station 32 may contain any equipment useful for removing a coating and/or any other residual material from the exterior of a railcar. In a preferred embodiment, the exterior blast station 32 may have space for two railcars. A first bay (not shown) within the exterior blast station 32 may be utilized for the blasting of the exterior of the railcar.

A3  
concluded

Moreover, a second bay (not shown) within the exterior blast station 32 may be utilized to provide light repair to the railcar prior to or after the blasting of the railcar. The second bay may allow repairs to be made to the railcar without using one of the repair stations 28a-28e. This may prevent delays that may occur when a mechanical defect is discovered on a railcar that has been loaded into the exterior blast station 32. If a railcar loaded into the exterior blast station 32 requires mechanical repair prior to the exterior blasting operation, the railcar can be transferred forward into the second bay for mechanical repair allowing the first bay to continue the blasting operation without a delay.--

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Please replace the fourth paragraph on page 12 (p. 12, lines 1-30 and p. 13, lines 1-5) with the following full paragraph:

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--Still referring to Figure 1, the lining queue area 26 may be provided to prevent works-in-process from draining the efficiency of the repair workstations 28a-28e. It has been determined that the interior blasting operation that may be implemented within the interior blast station 30 may cause a bottleneck within the maintenance facility 10 since [it] the time period required to complete the interior blasting operation is relatively longer than any other operation implemented in any other maintenance station. Railcars requiring service from the interior blast station 30 may be stored within a set of tracks within the lining queue area 26 prior to blasting so that the railcars do not delay the services of, for example, one of the repair stations 28a-28e. Further, holding the railcars within the lining queue area 26 may allow a railcar to enter the interior blast station 30 in a quick and efficient manner due to the proximity of the railcar to the interior blast station 30 and also because a railcar would be readily available to enter the interior blast station 30 immediately. Moreover, after the railcar has been blasted in the interior blast station 30,

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painted and cured, the railcar may be stored within the cure queue area 27. These queue stations 26,27 may allow a railcar to be stored and therefore not take up space within one of the stations that may be utilized for another railcar.--

Please replace the third full paragraph on page 13 (p. 13, lines 20-29) with the following full paragraph:

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--The assembly and test station 39 may be utilized to reassemble railcars after repair, cleaning, painting, coating, lining and/or any other type of maintenance that may have been performed on the railcar. Further the assembly and test station 39 may be utilized to test the railcars to verify that the maintenance to the railcars was successful. For example, if a lining was coated to the interior of a railcar, then the lining may be tested to ensure that the lining has been properly applied. Generally, testers may determine whether the railcar has, in fact, received the maintenance required. Further, testers may determine whether the maintenance performed on the railcars meets predefined standards of acceptability. Standards may include internal company standards or may be specified by governmental bodies or agencies or other governing bodies.--

Please replace the second full paragraph on page 14 (p. 14, lines 8-13) with the following full paragraph:

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--After a railcar has had maintenance performed thereon and has been tested and/or reassembled in the assembly and test station 39, the railcars may exit the railcar maintenance facility 10 via an outbound railway 44. The outbound railway 44 may be connected with the assembly and test station 39 or may otherwise be connected to the transfer area 18, as shown in Figure 1. The transfer tables 20,38 may transport a railcar to the outbound tracks 44 for exiting of the railcar from the railcar maintenance facility 10.--